

**REMARKS**

The Office Action dated May 19, 2004, has been reviewed in detail and the application has been amended in the sincere effort to place the same in condition for allowance. Reconsideration of the application and allowance in its amended form are requested based on the following remarks.

Applicant retains the right to pursue broader claims under 35 U.S.C. §120.

Applicant has provided a unique solution with respect to problems regarding TRACK FOR MODEL CARS. Applicant's solution is now claimed in a manner that satisfies the requirements of 35 U.S.C. §103 and 112.

**Allowable Subject Matter:**

Claim 2 was indicated as being allowable if rewritten in independent form including all of the limitations of the base claim. Claim 2 has been amended accordingly herein, and is believed to be in condition for allowance.

**Amendments to the Specification and Drawings:**

The undersigned would like to sincerely thank Supervisory

Examiner Banks and Examiner Cegielnik for the courtesies extended during several telephone conversations with the undersigned and an associate of the undersigned. In these discussions, the undersigned proposed to cancel Figures 2, 4-20, and 26-34 and the corresponding description in the specification, since these figures were not necessary to support the claimed subject matter. The Examiners generally indicated that such an amendment would be acceptable if the remaining figures disclosed all of the features of the claims. In that regard, it is respectfully submitted that Figures 1, 3, and 21-25 disclose every feature of the claims, as amended herein. Please note that Figures 1, 3, and 21-25 have been redrafted as formal drawings and renumbered accordingly as Figures 1-7. The specification has also been amended to reflect the above changes via the substitute specification submitted herewith. No new matter is believed to have been added or entered by this amendment.

In addition, since Figures 26-34 have been canceled herein, it is respectfully submitted that the objections to the specification and drawings listed on page 2 of the outstanding Office Action have been rendered moot.

**Rejection of Claim 1 Under 35 U.S.C. §103:**

Claim 1 was rejected under 35 U.S.C. §103 as being unpatentable over Nagasaka et al. in view of Simonelli, Smith, III et al, and German Publication No. DE 19819346. However, Claim 1 has been canceled herein, thereby rendering the above rejection moot. In view of the above, reconsideration and withdrawal of the present rejection is respectfully requested.

**Art Made of Record:**

The prior art made of record and not applied has been carefully reviewed, and it is submitted that it does not, either taken singly or in any reasonable combination with the other prior art of record, defeat the patentability of the present invention or render the present invention obvious. Further, Applicant is in agreement with the Examiner that the prior art made of record and not applied does not appear to be material to the patentability of the claims currently pending in this application.

In view of the above, it is respectfully submitted that this application is in condition for allowance, and early action towards that end is respectfully requested.

**Summary and Conclusion:**

It is submitted that Applicant has provided a new and unique TRACK FOR MODEL CARS. It is submitted that the claims, as amended, are fully distinguishable from the prior art. Therefore, it is requested that a Notice of Allowance be issued at an early date.

If mailed, I, the person signing this certification below, hereby certify that this correspondence is being deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to: Commissioner for Patents, P. O. Box 1450, Alexandria, VA 22313-1450, on the date indicated in the certification of mailing on the transmittal letter sent herewith, or if facsimile transmitted, I, the person signing this certification below, hereby certify that this paper is being facsimile transmitted to the United States Patent and Trademark Office on the date indicated in the

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certification of facsimile transmission on the transmittal letter which is  
being facsimile transmitted herewith.

Respectfully submitted,

A handwritten signature in black ink, reading "Nils H. Ljungman". The signature is written in a cursive, flowing style with a large, stylized "N" and "L".

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Substitute Specification  
(Marked-up Copy)



Docket No.: NHL-DEL-01-REG  
Serial No.: 10/601,839

## TRACK FOR MODEL CARS

### Field of the Invention:

This invention relates to a race track for toy model cars. More specifically, this invention relates to a drag-race style race track in which toy cars are propelled by pressurized air.

### Background of the Invention:

The automobile racing game has become a favorite in both arcades and home game systems. Since its inception, it has taken on many forms. In some instances, a car race is simulated on a display screen. In others, the race cars are mechanically driven by motors. Still others are electronically operated. Continued consumer demand for the automobile racing game requires the frequent development of fresh, new approaches.

### Object of the Invention:

It is an object of the present invention to create a fun, innovative new form of the classic automobile racing game. The embodiments of the present invention offer a setting in which toy cars

are pitted against each other in drag race fashion and are operated using controls which simulate those found in a real race car.

Summary of the Invention:

An embodiment of the invention could be a two-lane race track for model cars. The lanes herein may be referred to as the "Left Lane" and the "Right Lane." Each lane could be equipped with a corresponding driver's seat, a gearshift joystick, a clutch, and a series of pressurized air conduits.

The track of one embodiment of the invention could be made of plastic strips which are lined with piping on either side to prevent the car from exiting the track prematurely. The track of one embodiment could be designed to accommodate a "Drag-Race" type format in that the portion of the track in which the race takes place would be straight. Beyond that point, the track could curve around, reversing the course of each car so that the car will return to its operator. The two U-shaped lanes could be arranged side by side so that the straight portions of both lanes are preferably parallel to each other. The racing portion of each lane is preferably positioned on the inside

of the platform, while the return portion of each lane follows along the outsides.

The cars of one embodiment of the invention are preferably propelled by pressurized air. This air could travel through conduits. In one embodiment, the air could travel through copper tubes. Each lane could be equipped with its own system of air conduits. The air could be administered to the cars in bursts by a series of air jets. In one embodiment of the invention, the air jets could be positioned at four preferably equidistant points above the track. They are preferably held in place by Y-shaped supports.

The bursts of pressurized air are preferably activated by the operator using the gearshift joystick. Fashioned after a real automobile gearshift, the gearshift joystick could give access to four "gears." Each gear could be a trigger for the bursts of air. In one embodiment of the invention, the gear shift preferably has four such gears. At the precise moment each car passes under the pressurized air jets, the car's respective operator depresses the clutch with his foot and shifts to the gear corresponding to that air jet. If timed properly, the air hopefully accelerates the car in the direction of the



finish line. The object of the game, then, is to time the release of the air so that the maximum force possible is exerted on the car.

In one embodiment of the invention, a pole with signal lights is preferably fixed on the end opposite the players. These lights are modeled after the starting lights of a real drag race. They indicate when the race is to begin. A timer display could be fixed to the center of one embodiment of the invention. This timer display could indicate the time taken by each car to finish the race. By this information, the winner of the race is determined.

In one embodiment of the invention, at the start of the race, two players could be seated in the bucket seats, which are preferably positioned on opposite sides of the game platform. Each player places his car at the starting point in his respective lane, below the first air jet. When the starting light indicates to go, the drivers depress their clutches and shift to "first gear," activating the first bursts of air. When the cars pass under the second air jets, their operators shift to "Second gear" and release the second burst of compressed air, and so forth, until all jets have been activated, and subsequently, the cars finish the race. The center timer then displays

the amount of time taken by each car to complete the race. The cars coast around the remainder of the track, completing a U-Turn and returning to their respective drivers.

The above-discussed embodiments of the present invention will be described further hereinbelow. When the word "invention" is used in this specification, the word "invention" includes "inventions", that is the plural of "invention". By stating "invention", the Applicant does not in any way admit that the present application does not include more than one patentably and non-obviously distinct invention, and maintains that this application may include more than one patentably and non-obviously distinct invention. The Applicant hereby asserts that the disclosure of this application may include more than one invention, and, in the event that there is more than one invention, that these inventions may be patentable and non-obvious one with respect to the other.

Brief Description of the Drawings:

The attached drawings illustrate at least one embodiment of the invention described above:

Figure 1 shows a view of the track;

Figure 2 shows ~~the track in Figure 1 from another angle;~~

~~Figure 3 shows a side view of the start of the track and one driver's seat and gearshift joystick;~~

~~Figure 4 shows a frontal view of a driver's seat and gearshift joystick;~~

~~Figure 5 shows a head-on view of the light pole and the track;~~

~~Figure 6 shows a view from above of the start of the track and the cars;~~

~~Figure 7 shows the start of the track from behind;~~

~~Figure 8 shows the timer with the track;~~

~~Figure 9 shows a close-up view of the timer in Figure 8;~~

~~Figure 10 shows the top of the gearshift joystick;~~

~~Figure 11 shows the clutch being operated by a person;~~

~~Figure 12 shows a side view of two air jets with the track;~~

~~Figure 13 shows a side view of the gearshift joystick in Figure 10;~~

~~Figure 14 shows a view of both driver's seats and the start of the track;~~

~~Figure 15 shows a view from behind of the start of the track and the initial air jets;~~

~~Figure 16 shows a view from above of the start of the track and the initial air jets shown in Figure 15;~~

~~Figure 17 shows a view from above of the cars exiting the start of the track after the initial burst of air;~~

~~Figure 18 shows a car moving along the track;~~

~~Figure 19 shows a closer view of the car shown in Figure 18 moving along the track;~~

~~Figure 20 shows a frontal view of the U-turn of the track;~~

Figure ~~21~~ 3 illustrates a burst of air from an air jet propelling a car as it moves along the track;

Figure 22 4 is a diagram of the gearshift joystick;

Figure ~~23~~ 5 is a diagram of the network of compressed air conduits;

Figures ~~24~~ 6A-6G illustrates the materials used to build the embodiment shown in Figures 1-~~23~~ 5;

Figure 25 7 is a diagram of the operation of the embodiment.

~~Figure 26 is a simplified electrical schematic diagram for~~

~~implementation of a game control apparatus, which figure corresponds to Fig. 6 of U.S. Patent No. 4,072,310.~~

~~Figure 27 is a block diagram showing a game control apparatus, which figure corresponds to Fig. 3 of U.S. Patent No. 4,964,638.~~

~~Figure 28 is a block diagram of an electrical circuit associated with a movement detector, which figure corresponds to Fig. 3 of U.S. Patent No. 6,377,166 B1.~~

~~Figure 29A is a simplified overall electrical block diagram of a position and movement sensor showing the interconnection of preferred operating elements thereof, which figure corresponds to Fig. 1 of U.S. Patent No. 5,986,549.~~

~~Figure 29B is a simplified electrical schematic diagram showing alternative oscillator to sensor coupling and detector circuits, which figure corresponds to Fig. 2 of U.S. Patent No. 5,986,549.~~

~~Figure 30 is an enlarged sectional view of a position sensor, which figure corresponds to Fig. 2 of U.S. Patent No. 5,619,133.~~

~~Figure 31A is a side elevational view of an adjustable pedal mechanism for a motor vehicle, which figure corresponds to Fig. 1 of U.S. Patent No. 5,901,614.~~

~~Figure 31B is a side elevational view of an adjustable pedal mechanism for a motor vehicle, which figure corresponds to Fig. 2 of U.S. Patent No. 5,901,614.~~

~~Figure 32 is a perspective view of a gear shift tower assembly, which figure corresponds to Fig. 1 of U.S. Patent No. 5,950,493.~~

~~Figure 33 is a perspective view of a toy racing car, which figure corresponds to Fig. 1 of U.S. Patent No. D320,821.~~

~~Figure 34 is a perspective view of a bucket seat, which figure corresponds to U.S. Patent No. D466,707.~~

Description of the Preferred Embodiment of the Invention:

Figure 1 shows a view of the track as seen from the perspective of a driver. At the far end of the track opposite the players, the light pole 26 and the U-turn curves 6, 8 are shown. During the game, the cars race by traveling along the inner two sections 2, 4 of the track. After passing the finish line 28, the cars coast back along the U-turns 6, 8, and return to the drivers by way of the outer sections 10, 12 of the track. In the foreground, one can see the game timer 24. The track of one embodiment is constructed out of smooth plastic strips 50 lined with plastic piping 52 to guide the cars.

~~Figure 2 shows the track from an angle other than that shown in Figure 1. In the left foreground, light bulbs from the light pole 26 are shown. At the far end of the track, the driver's seats 32, 34 are shown fixed to either side of the track platform 60. The outer sections 10, 12 of the track and the inner sections 2, 4 of the track can be seen from this angle extending toward the driver's seats 32, 34. Also visible are the air jets 14 fixed to the track. A man is shown positioning the cars to prepare for the start of the race.~~

~~Figure 3 shows a side view of the start line of the track and the right driver's seat 34 and gearshift joystick 42. In one embodiment, the driver's seat is modeled after the bucket seat found in a real race car. Two cars 30 are positioned at the start 20, 22 of the inner sections 2, 4 of the track, and several more cars 30 are shown sitting beside the inner section 4 of the track. The two initial air jets 16, 18 are shown fixed to the track. Also visible from this angle are the outer sections, 10, 12 of the track.~~

~~Figure 4 shows a frontal view of a driver's seat 32 and gearshift joystick 40. More specifically, this is the seat which corresponds to the controls of the left lane of the track. An operator of the racing~~

~~game would sit in this driver's seat, operate the gearshift joystick with his hand, and the clutch with his foot. The back edge of the track platform 60 is shown to the driver's right.~~

~~Figure 5 shows a head-on view of the light pole 26 and the track. The light pole of one embodiment is designed to simulate the signal lights used in a real drag race. The inner sections 2, 4 and of the track and the outer sections 10, 12 of the track can be seen from this angle. The U-turn 6 of the track, which connects the inner section 2 of the track with the outer section 10 of the track, and the U-turn 8, which connects the inner section 4 of the track with the outer section 12 of the track, can be seen from this angle. Air jets 14 are shown fixed to the inner sections 2, 4 of the track.~~

~~Figure 6 shows a view from above of the start of the track and the cars. Several cars 30 are shown placed around the track. This illustrates that many different toy cars may be used in the game. The driver's seat 34 is visible to the left of the track. A car 30 is placed on the inner section 4 of the track, directly in front of the initial air jet 18. Also visible from this angle is the initial air jet 16, which is fixed to the inner section 2 of the track. The outer sections 10, 12~~



~~of the track can also be seen from this angle.~~

~~Figure 7 shows the start of the track from behind the start line. The initial air jets 16, 18 are seen fixed above the inner sections 2, 4 of the track on Y-shaped supports. The air jets are connected to air conduits 48, which carry the pressurized air. The conduits are hidden within the platform 60. A car 30 is shown in the starting position 22 on the inner section 4 of the track. The light pole 26 and the game timer 24 are visible near the end of the platform 60, at the opposite end of the starting position of the car 30. The U-turn 6, which connects the inner section 2 of the track to the outer section 10 of the track is also visible from this angle. The outer section 12 of the track is also visible. The starting positions 20, 22 of the inner sections 2, 4 of the track are shown in the foreground. From this angle, it is possible to see the plastic strips 50 lined with plastic piping 52, which guides the cars 30.~~

~~Figure 8 shows the timer with the track. In one embodiment the timer is positioned in the middle of the platform 60, between the inner section 2 of the track and inner section 4 of the track, and between the second and third air jets 14. The outer sections 10, 12 of the~~

~~track are also visible from this angle. Upon completion of the race, the game timer 24 presents the racing times of the car 30 in each lane on an LED display.~~

~~Figure 9 shows a close-up view of the game timer 24 in Figure 8. The LED time displays are shown at the top of the timer.~~

~~Figure 10 shows the top of the gearshift joystick 42 with a person's hand in position to operate the gearshift. Each gear preferably corresponds to an air jet on the track, including the initial air jets 16, 18 and the subsequent air jets 14. In one embodiment, there are four "gears." When the gearshift joystick 42 is shifted to a gear, a burst of pressurized air is emitted from the corresponding air jet. In another possible embodiment of the invention the release of a burst of pressurized air occurs when the clutch 62 is released. If timed with the arrival of the car under that particular jet, this burst of air propels the car faster.~~

~~Figure 11 shows the clutch 62 being operated by a person. As in a real race car, the clutch 62 of one embodiment is depressed by the foot to enable the shifting of gears.~~

~~Figure 12 shows a side view of two air jets 14 with the inner~~

~~sections 2, 4 of the track. In one embodiment the pressurized air conduits 48 are fed through holes into the platform 60 below so that they are mostly concealed. The air jets 14 are placed at equal points on each inner section 2, 4 of the track.~~

~~Figure 13 shows a side view of the gearshift joystick 42 in Figure 10. This particular gearshift joystick 42 controls the air jets 14 of the inner section 2 of the track. The outer section 10 of the left lane track is shown in the background.~~

~~Figure 14 shows a view of both driver's seats 32, 34 and the start of the track. Also visible is the gearshift joystick 42 for the left driver's seat 32. Two cars 30 are positioned at the start 20, 22 of the inner sections 2, 4 of the track, and several more cars 30 are shown sitting beside the inner section 4 of the track. The two initial air jets 16, 18 are shown fixed to the track. Also visible from this angle are the outer sections, 10, 12 of the track.~~

~~Figure 15 shows a view from behind of the start 20, 22 of the track and the initial air jets 16, 18. Two cars 30 are shown in starting position, one in the inner section 2 of the track and one in the inner section 4 of the track. From this angle, it is possible to~~

~~see the plastic strips 50 lined with plastic piping 52, which guides the cars 30. This figure shows the appearance of the track before the start of a race.~~

~~Figure 16 shows a view from above of the start 20, 22 of the track and the initial air jets 16, 18 shown in Figure 15. When the race is begun by the light pole 26, the operators shift to first gear, releasing the initial air burst from the initial air jets 16, 18 and setting the cars 30 in motion. The cars are guided on the smooth plastic strips 50 of the track by the plastic piping 52.~~

~~Figure 17 shows a view from above of the cars 30 exiting the start 20, 22 of the track after the initial burst of air from the initial air jets 16, 18. The cars 30 roll along the track and pass under a total of, in one embodiment, three more air jets 14. The operators must time each release of air by operating the gearshift joystick 42 with their hand and the clutch 62 with their foot, to coincide with the passage of the cars under the air jets 14. The outer sections 10, 12 of the track are also visible from this angle.~~

~~Figure 18 shows a car 30 moving along the track. The smooth plastic surface 50 of the track in one embodiment of the invention~~

~~allows for easy, fast movement of the cars 30. The plastic piping 52 of the track guides the cars 30.~~

~~Figure 19 shows a closer view of the car shown in Figure 18 moving along the track. The plastic pipes 52 along the sides of the track of one embodiment of the invention guide the cars 30 and prevent them from exiting the side of the track.~~

~~Figure 20 shows a frontal view of the U-turns 6, 8 of the track. Upon completion of the race, the cars glide along the U-turns 6, 8 by the power of the last air jet 14. The cars 30 are guided on the smooth plastic 50 of the track by the plastic pipes 52. Their course is reversed, and they coast back to the operators along the remainder of the track. Also visible from this angle is a portion of the light pole 26.~~

Figure 24 3 illustrates a burst of air from an air jet 14 propelling a car 30 as it moves along the track 50, 52. The bursts of air are controlled by the operator using the clutch 62 and the gearshift joystick 42. The pressurized air travels to the air jets 14 through air conduits 48. The car 30 is guided on the smooth plastic 50 of the track by the plastic pipes 52.

Figure ~~22~~ 4 is a diagram of the gearshift joystick 42. The gears are arranged in the shape of an "H." Shifting to each gear activates an air valve 54, releasing a burst of pressurized air into the air conduits 48 and out of the corresponding air jet.

Figure ~~23~~ 5 is a diagram of the network of compressed air conduits 48. The principal air conduit delivers air from the air compressor 46 to the system. The air regulator 44 controls the flow of air. The air is released by the gear shifts 40, 42 and travels along air conduits 48 until it is emitted in a burst from an air jet 14, 16, 18.

Figure ~~24A~~ 6A illustrates the some of the materials used to build the embodiment shown in Figures 1-23. Air conduits 48 are shown connected to the air compressor 70. Air flows from the air compressor 70, through the air conduits 48.

Figure ~~24B~~ 6B illustrates the some of the materials used to build the embodiment shown in Figures 1-23. The air regulator 44 is shown. Air flows from the air compressor 70, through the air conduits 48, and through the air regulator 44.

Figure ~~24C~~ 6C illustrates the some of the materials used to

build the embodiment shown in Figures 1-23. Specifically, the air conduits 48, which are made of copper, are shown. Air flows from the air compressor 70, through the copper air conduits 48 toward the air regulator 44 and the air jets 14, 16, 18.

Figure ~~24D~~ 6D illustrates the some of the materials used to build the embodiment shown in Figures 1-23. Specifically, the wooden platform 60 is shown. Any number of measurements are possible for the wooden platform 60. The dimensions of the wooden platform 60 are therefore not limited to the measurements shown in Figure 24D, 1'X12'X10'.

Figure ~~24E~~ 6E illustrates the some of the materials used to build the embodiment shown in Figures 1-23. Specifically, the smooth plastic strips 50 of the track are shown. Any number of measurements are possible for the smooth plastic strips 50 of the track. The dimensions of the smooth plastic strips 50 are therefore not limited to the measurements shown in Figure 24E, 2"X10'.

Figure ~~24F~~ 6F illustrates the some of the materials used to build the embodiment shown in Figures 1-23. Specifically, the gear shifts 40, 42 are shown. The gears are arranged in the shape of an "H."

Shifting to each gear activates an air valve 54, releasing a burst of pressurized air into the air conduits 48 and out of the corresponding air jet 14, 16, 18.

Figure ~~24G~~ 6G illustrates the some of the materials used to build the embodiment shown in Figures 1-23. Specifically, the connecting base of the exit for the compressed air is shown. These are Y-shaped supports for the air jets 14, 16, 18 which are mounted to the track.

Figure ~~25~~ 7 is a diagram of the operation of one embodiment. At the start of the game, the signal lights 26 and timer 24 are activated by the control apparatus 56. When the clutch 36, 38 is depressed and the gear shift 40, 42 utilized, a valve 54 is opened, releasing air from the air compressor 46 via the air regulator 44, through the air conduits 48, and out of an air jet 14 on the track. When the cars have passed through the length of the racing portion of the track 2, 4, a sensor 58 is triggered to inform the timer 24 that the race is finished.

~~Figure 26 is a simplified electrical schematic diagram for implementation of a game control apparatus, which figure corresponds~~



~~to Fig. 6 of U.S. Patent No. 4,072,310.~~

~~Figure 27 is a block diagram showing a game control apparatus, which figure corresponds to Fig. 3 of U.S. Patent No. 4,964,638.~~

~~Figure 28 is a block diagram of an electrical circuit associated with a movement detector, which figure corresponds to Fig. 3 of U.S. Patent No. 6,377,166 B1.~~

~~Figure 29A is a simplified overall electrical block diagram of a position and movement sensor showing the interconnection of preferred operating elements thereof, which figure corresponds to Fig. 1 of U.S. Patent No. 5,986,549.~~

~~Figure 29B is a simplified electrical schematic diagram showing alternative oscillator to sensor coupling and detector circuits, which figure corresponds to Fig. 2 of U.S. Patent No. 5,986,549.~~

~~Figure 30 is an enlarged sectional view of a position sensor, which figure corresponds to Fig. 2 of U.S. Patent No. 5,619,133.~~

~~Figure 31A is a side elevational view of an adjustable pedal mechanism for a motor vehicle, which figure corresponds to Fig. 1 of U.S. Patent No. 5,901,614.~~

~~Figure 31B is a side elevational view of an adjustable pedal~~

~~mechanism for a motor vehicle, which figure corresponds to Fig. 2 of U.S. Patent No. 5,901,614.~~

~~Figure 32 is a perspective view of a gear shift tower assembly, which figure corresponds to Fig. 1 of U.S. Patent No. 5,950,493.~~

~~Figure 33 is a perspective view of a toy racing car, which figure corresponds to Fig. 1 of U.S. Patent No. D320,821.~~

~~Figure 34 is a perspective view of a bucket seat, which figure corresponds to U.S. Patent No. D466,707.~~

Examples of automotive clutch pedals which may be utilized in accordance with one or more embodiments of the present invention may be found in the following U.S. Patents: No. 4,301,908 entitled "Antivibration Device for a Clutch Pedal" issued on November 24, 1981 to Fukuda et al.; No. US D437,271S entitled "Mustang Car Brake And/Or Clutch Pedal" issued on February 6, 2001 to Saleen; No. 5,901,614 entitled "Adjustable Clutch Pedal System" issued on May 11, 1999 to Ewing; No. 4,497,217 entitled "Clutch Pedal Operation Through a Fore and Aft Shaft in a Fire Wall of a Vehicle" issued on February 5, 1985 to Hansen.

Examples of automotive gearshifts which may be utilized in

accordance with one or more embodiments of the present invention may be found in the following U.S. Patents: No. 6,122,983 entitled "Shift Device for a Manual Transmission" issued on September 26, 2000 to Hoffman; No. 4,633,728 entitled "Gear Selector Control for Manual Transmission" issued on January 6, 1987 to May; No. 4,807,489 entitled "Gear Shift Device" issued on February 28, 1989 to Schreiner et al.; No. 5,067,362 entitled "Control Device" issued on November 26, 1991 to Holdenried; No. 5,979,262 entitled "Gearshift Device for a Motor Vehicle Manual Transmission" issued on November 9, 1999 to Doelling et al.; No. 5,950,493 entitled "Gear Shift Tower Assembly" issued on September 14, 1999 to Pritchard.

An examples of a motor race signaling system which may be utilized in accordance with one or more embodiments of the present invention may be found in the following U.S. Patent: No. US 6,380,863 B1 entitled "Signal Flag and Signaling System for Motor Racing" issued on April 30, 2002 to Swoboda et al.

Examples of toy car tracks which may be utilized in accordance with one or more embodiments of the present invention may be found in the following U.S. Patents: No. 5,038,685 entitled "Track Apparatus

for a Toy Racing Car" issued on August 13, 1991 to Yoneda et al.; No. 5,899,789 entitled "Toy Car Track Assembly With Propelling Mechanism and Collision Course" issued on May 4, 1999 to Rehkemper et al.; No. 5,924,927 entitled "Racing Game Apparatus" issued on July 20, 1999 to Matsuura et al.; No. 5,501,455 entitled "Racing Game Machine with Varying Track Levels" issued on March 26, 1996 to Hirata et al.; No. US 6,227,932 B1 entitled "Toy Racing Car Track System" issued on May 8, 2001 to Ngai.

Examples of toy cars which may be utilized in accordance with one or more embodiments of the present invention may be found in the following U.S. Patents: No. Des.320,821 entitled "Toy Racing Car" issued on October 15, 1991 to Mochizuki; No. Des.359,082 entitled "Toy Race Car" issued on June 6, 1995 to Aker et al.; No. Des.379,385 entitled "Toy Car" issued on May 20, 1997 to Yeh; No. Des.383,808 entitled "Toy Race Car" issued on September 16, 1997 to Choi; No. Des.428,076 entitled "Toy Car" issued on July 11, 2000 to Wise et al.

Examples of air jets which may be utilized in accordance with one or more embodiments of the present invention may be found in

the following U.S. Patents: No. 5,634,636 entitled "Flexible Object Handling System Using Feedback Controlled Air Jets," issued on June 3, 1997 to Jackson et al.; No. 6,000,328 entitled "Gloss Control System Using Air Jets" issued on December 14, 1999 to Mareiniss; No. US 6,402,436 B1 entitled "Method and Device for Conveying Planar Ribbon of Crimped Fiber Using Air Jets" issued on June 11, 2002 to Murphy; No. 5,180,119 entitled "Vertical Lift System Through Tangential Blowing of Air Jets Channelled Over the Top of Rotating Cylinders" issued on January 19, 1993 to Picard; No. 4,305,536 entitled "Air Guides for Tape Transports Having Air Jets at Tangent Points" issued on December 15, 1981 to Burdorf et al.

Examples of game control apparatuses which may be utilized in accordance with one or more embodiments of the present invention may be found in the following U.S. Patents: No. 4,072,310 entitled "Control Apparatus for a Card Game Simulator" issued on February 7, 1978 to Beam; No. 4,964,638 entitled "Control Apparatus for Game Machines" issued on October 23, 1990 to ishida; No. 5,238,250 entitled "Computer Game Control Apparatus" issued on August 24, 1993 to Leung et al.;

Examples of timer displays which may be utilized in accordance with one or more embodiments of the present invention may be found in the following U.S. Patents: No. Des.390,799 entitled "Timer Display" issued on February 17, 1998 to Uptegraph; No. Des.304,960 entitled "Display Board with Timer" issued on December 5, 1989 to Denton; No. 4,318,181 entitled "Timer Display Apparatus" issued on March 2, 1982 to Kawakami et al.

Examples of automobile bucket seats which may be utilized in accordance with one or more embodiments of the present invention may be found in the following U.S. Patents: No. Des.422,154 entitled "Bucket Seat" issued on April 4, 2000 to Lieberman et al.; No. Des.279,437 entitled "Bucket Seat" issued on July 2, 1985 to Downey, Jr.; No. 6,053,575 entitled "Motor Vehicle Seat with a Back Rest and a Bucket Seat" issued on April 25, 2000 to Bauer et al.